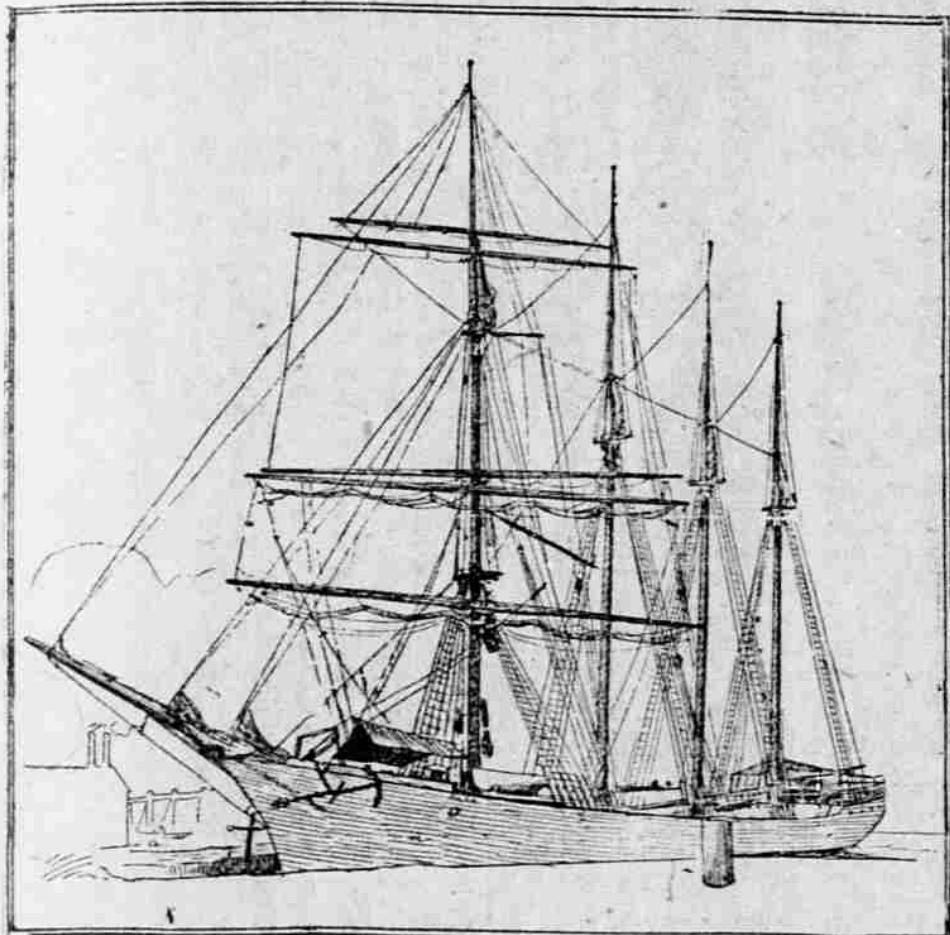


WATERFRONT NEWS.



THE BIG Chilean barkentine Alta is one of the finest-looking vessels at present in this harbor. She is by all means the smartest-appearing of the barkentines in port and there are many of her rig here.

The Alta is a new vessel of 1,300 tons. She arrived in this port on the first day of this month and brought a large cargo of coal from Newcastle for the Army. She has been discharging her cargo at Navy wharf No. 2 for the last week or more and is now about ready to shift her position. Captain Thronagle is her commander, a sailor of long experience and a popular and jolly fellow with those who know him. The above picture was made from a photograph taken by Arthur L. Merry of the Honolulu Nava. Station.

ALTHOUGH there were several deep-water sailing vessels ready to go to sea yesterday for the Coast, none dared venture out on account of the heavy trade winds which were blowing all day.

The steamship China sailed for San Francisco in the afternoon not long after 5 o'clock. It is likely that she will have a hard time of it going up to the Coast against the strong head winds. The horse transport Thyra, which sailed for Manila a little while before the China got away, will, on the contrary, have brisk winds to help her along to the Philippines.

The gale from the north raged without interruption all day and the waterfront was the most uncomfortable part of the city. In fact the high wind was the direct cause of at least one accident, an accident by which a Chinese is likely to lose his life.

A seller of vegetables, Ah Chee by name, was crushed between the steamer Kauai and the Railroad wharf.

Ah Chee was in a small boat at the time and had rowed alongside the Kauai close to the wharf. The steamer had just finished discharging sugar.

Before he knew what was happening to him on the wharf, he realized the danger the force of the wind had blown the vessel onto the boat of the Chinese, crushing it against the wharf.

The Chinese was helped out of his boat before he was hurt seriously, but, foolishly, probably with the idea of saving his boat, he went back again and the second time, when the force of the wind once more drove the Kauai against the wharf, he was badly crushed and was lifted out in an unconscious condition and was immediately removed to the hospital. It is thought that he will not live.

When the steamer Mauna Loa, which had been scheduled to leave for Lahaina and Kona and Kau ports at 10 o'clock in the morning, finally got away, a great deal later than her regular sailing time, dug her nose into a very rough channel and the steamer Iwalani, which sighted her as she was going round Diamond Head, reported that the Mauna Loa was having a rough time of it and was hugging the coast to avoid the full force of the wind and heavy sea.

The steamship City of Peking was sighted by the China the day the latter vessel arrived at this port. The China was coming from the Orient against the northerly gale and the City of Peking was bound for the Orient with all sail set and was making great headway, her canvas doing about as much to take her through the water as her engines.

The Iwalani's Rough Trip.

The Inter-Island Steam Navigation Company's steamer Iwalani arrived yesterday from Honokaa and Kukuiahele, reporting an exceedingly rough passage.

The Iwalani had a rough time of it from the time she last left this port until her return. She was a couple of days late in getting back on account of the bad weather. The time usually occupied by the crack little steamer on the passage from Honolulu to Honokaa is about sixteen hours; last time, however, it took her just thirty hours to make Honokaa after she sailed from here.

Upon her arrival at Honokaa it was impossible to effect a landing for some time. Pursor Clapham started out in a boat to attempt a landing but after he had gone about half way Captain Gregory, seeing that it was about as much as a man's life was worth to attempt to land in such weather, tooted the whistle for the boat to return and Clapham put back to the steamer.

On the return trip the Iwalani put into Lahaina about 9 o'clock on Thursday night for shelter, leaving again about 5 o'clock yesterday morning.

While the vessel was at Lahaina the engineers took a much needed rest; before they had been on duty for thirty hours without a wink of sleep.

A stern sea chased the Iwalani for a good part of her trip. Great waves came aboard over the stern rail and washed the vessel from one end to the other. Lumber in her alleyways was about all the time and water was

washing around on the floors of all the cabins. There was no thought of sleep on the Iwalani; the weather was altogether too rough and everybody had to stay awake to look after the vessel.

The helmsman was lashed to the wheel at times and more than once the vessel threatened to take more water aboard than she could carry. But she came through all right and proved herself well worthy of the confidence which is reposed in her by her captain and owners.

She reports the wind in Maalea Bay a howling gale and the sea in the channel enough to make the staunchest vessel feel an ache in her ribs.

The Iwalani was ten days away, an unusually long time for her. She brought 6,500 bags of sugar with her.

Freights and Charters.

Benicia, Am bkt, 653 tons—pass and mdse to Honolulu, in Hawaiian line, by Williams, Dimond & Co.

C. F. Sargent, Am sh, 1565 tons (at Tacoma)—coal thence to Honolulu.

Consuelo, Am bg, 270 tons—pass and mdse to Mahukona, by Charles Nelson.

W. G. Irwin, Am bg, 330 tons—pass and mdse to Honolulu, in Hawaiian line, by Williams, Dimond & Co.

Horda, Nor str, 1884 tons—mdse from this port and lumber from Puget Sound to Tallen Wan, by American Trading Co.

Hyades, Am str, 2932 tons—coal from Seattle to this port, by Pacific Coast Co.

Lurline, Am bg, 336 tons—pass and mdse to Kahului (in A & B line), by Alexander & Baldwin, Ltd.

O. M. Kellogg, Am sc, 247 tons (at Eureka)—lumber thence to Hilo, H. I., by Chas. Nelson.

Ottillie Fjord, Am sc, 247 tons (at Eureka)—redwood thence to Kahului, by Charles Nelson.

Saint Bede, Br str, 2288 tons (at Portland)—supplies thence to Manila, by U. S. Government.

Socotra, Br bk, 1597 tons (at Tacoma)—wheat thence to U. K. Havre, Ant or Dunk 22 is 3d. Prior to arrival.

S. T. Alexander, Am sc, 695 tons—pass and mdse to Kahului, by Alexander & Baldwin, Ltd.

Stanley, Am sc, 253 tons—pass and mdse to Kahului, by Alexander & Baldwin, Ltd.

Strathgyle, Br str, 3234 tons—supplies from Seattle to Manila, by U. S. Government.

Wavertree, Br sh, 2118 tons (at Portland)—wheat to U. K. Hav, Ant, DK, 22 2s, by Girvin & Eyre. Prior to arrival.

Coaling at 10 Knots at Sea.

Under the above caption the New York Sun recently called attention to the fact that the British Admiralty, in view of the results of experiments made by the battleship Massachusetts with the marine cableway for coaling at sea a year ago, has given an order for a cableway capable of delivering 40 tons of coal an hour to a vessel traveling a 10-knot speed. The collier Murel has been chartered for the experiment. The cableway will be a little larger than the one the Elderwood Manufacturing Company supplied the Massachusetts. In the trials with the Massachusetts an apparatus designed for transferring fifteen tons an hour at 6-knot speed showed a capacity of transferring twenty-two tons an hour at the required speed and in a sea "heavier than moderate." Mr. Spencer Miller, the inventor, is confident that the heavier cableway contracted for by the British Admiralty will more than meet the requirements.

Point for Anti-Delephanty Men.

The political situation in the Marine Society was further involved by the attempt of the nominating committee yesterday to name a ticket. The refusal of Capt. G. D. S. Trask to run for President because of friction with the trustees of the Sailors' Snug Harbor has revived the antagonism between the merchant marine and naval influences and the result will doubtless be the nomination of several tickets to be voted on at the election next month.

I WALANI SPRANG
A LEAK IN STORM

Staunch Little Island Boat Races to Port and Safety—Sugar Damaged.

THE steamship Iwalani sprang a leak The Iwalani rolled and pitched and on her voyage from Honokaa to whether they were on their heads or their feet. All last night the steam pumps were at work as the vessel lay at the Inter-Island wharf, keeping the water in the hold from gaining.

When the leak was first discovered, the night before last, while the Iwalani was being tossed about on the rough seas between Honokaa and this port, it was thought to be more serious than it really was.

The steamer was put in at Lahaina for shelter and the pumps were immediately started.

All that was known was that there was water in her hold and that the water was rapidly rising and that the vessel was best out of the gale while she was in that condition.

Yesterday morning, when it was found that the leak was not as serious as was at first supposed, it was decided to bring the vessel to Honolulu as fast as she could go, and the engineer received orders to push her for home for all she was worth.

The two or three passengers who happened to be on the Iwalani at the time were very anxious indeed concerning the vessel's condition; they had an idea that she might go down at a moment's notice and consequently were in no pleasant frame of mind.

It is supposed that the Iwalani sprang the leak while being thrown around in the heavy seas. She certainly received a banging about that would prove dangerous to many a bigger and more pretentious vessel.

One has but to refer to those who were aboard her at the time for a graphic description of what occurred.

The anti-Delephanty interests achieved a victory yesterday by placing Capt. David E. Scribner of Brooklyn on the ticket for Vice President in place of Capt. H. M. Randall, who is in sympathy with Capt. A. J. Newbury, who will be nominated for President and who has acted generally with the lay members on the board of Snug Harbor trustees as against Capt. Trask and the Marine Society. Capt. Newbury voted for the appropriation of \$1,000 for Commodore Delephanty's trip to Washington when he went before a medical board to be condemned as unfit for sea duty when Secretary of the Navy Long ordered him to the Asiatic station. Because of the several tickets likely to be nominated it is hoped by the anti-Delephanty people that Capt. Newbury will be defeated. The ticket recommended for nomination yesterday is as follows: For President, Capt. A. J. Newbury; for Vice President, Capt. D. E. Scribner; for Second Vice President, Capt. Benjamin F. Marsh; for Treasurer, Capt. James H. Chamberlain; for Secretary, Capt. Thomas M. Nichols; for Counsel, William Allen Butler. The election will be held January 14.—New York Sun.

General Items

Seventeen thousand tons of steel rails and 2,000 tons of railway fittings have been contracted for with Chicago parties for Australia.

The crew shipped on the four-masted schooner S. P. Blackburn at Providence on December 28, signed articles at the rate of \$35 per month, \$5 in excess of the highest rate ever paid for-most hands out of that port.

The Pacific Mail Steamship Company, it is reported, will collect all the coffee and other cargo they can procure at the Central American ports on the Pacific and trans-ship at Guaymas to the East via the Sonora and Sunset routes, making a strong competition against the Panama Railroad Company.

The Fortuna Steamship Company, with principal office in the Corporation Trust Company building, Jersey City, N. J., was incorporated at Trenton, N. J., on December 27. The object of the new company is to operate steamships; capital, \$200,000. Incorporators: Daniel Bacon, A. D. Carver and S. E. Turner.

The six-masted schooner George W. Wells, Crowley master, arrived at New York on December 27, from Brunswick, with the largest cargo of railroad ties ever brought into New York, there being 45,000 of them. The Wells has made several rapid and profitable voyages since she was launched. Her last voyage was made inside of four days.

A direct line of steamers between Portland, Ore., and Manila will be in operation by February 26. The Oregon & Oriental Company, in order to accommodate the growing trade between the ports, has decided to put into commission the steamers Monmouthshire and Carmarthenshire. The steamers will be used exclusively in the service and make regular trips.

Mr. Lloyd Bowen Sandersen has been appointed American agent of the Wilson line of steamers, to take effect January 1. Mr. Oswald Sandersen, the former American agent, has been made general manager of the Thomas Wilson Company, with headquarters at Hull. He will leave for his new post on January 2 on the White Star liner Majestic. Mr. A. M. Pence has been made a member of the firm of Sandersen & Son.

The custom house at Bath, Me., has made its annual report of vessels built in the district during the present calendar year. It shows that shipbuilding in tonnage surpasses that of any year save 1882, when 42,000 tons were built. This year the total is 41,532 gross, or 25,561 net, distributed among 25 craft. The individual craft were as follows: One ship, gross tonnage 3,232, net 2,887; four steamers, gross 850, net 474; fifteen schooners, gross 23,721, net 20,864; thirteen barges, gross 12,614, net 12,305; two sloops, gross 45, net 31; barge Hecla, 3,000 tons, to be launched December 31.

A HONOLULU MAN

Talks of Doan's Backache Kidney Pills.

When an incident like the following occurs here at home it is bound to carry weight with our readers. The public statement of a reputable citizen living in this city leaves no ground for the skeptic to stand on.

Mr. James C. Stevens, of this city, informs us: "I was troubled with an ache in the small of my back for a long time, and such was the condition of things until I tried some of Doan's Backache Kidney Pills, which I obtained at the Hollister Drug Co.'s store. A short treatment gave me the desired relief, and I am satisfied that they are a good remedy for backache and deserve to be recommended."

Mr. Stevens is one of our own citizens. Is not such testimony stronger than that of someone living in America?

Does your back or side ache so that it is hard to stand straight? Do you have headaches, nervousness, frequent thirst, hot, dry skin, or shortness of sleep? Are your eyelids distended or breath? Evil forebodings, or unsettled sleep? Are your eyelids distended or feet and ankles swollen and have you lost flesh? Are the secretions from the kidneys thick, dark colored, and do they deposit a sediment? Kidney disease is insidious and if you leave any of these symptoms you should treat them at once. Delay may mean you you can't be cured.

Doan's Backache Kidney Pills are sold by all chemists and store keepers at 50 cents per box, six boxes \$2.50, or will be mailed on receipt of price by the Hollister Drug Co., Honolulu, wholesale agents for the Hawaiian Islands.

Dr. Smith at Central Union.

Dr. Arthur Maxon Smith, President of Oahu College, will preach on "Christian Education" at Central Union church on Sunday morning. The Young Men's Christian Association meeting will be transferred to the church for Mr. Murphy's lecture to men. Mr. Murphy will also speak in the evening.

What a User Has to Say!

CALIFORNIA FEED CO.,
Agents "Arabic"
Refrigerating Paint.

GENTLEMEN:—It affords me great pleasure to say, that our iron roof, 1,400 square yards, covered by your "Arabic" Compound is very satisfactory. The heat under our roof before you painted it, was almost unbearable, now it feels like an ice house compared to what it was. It is more than 15 DEGREES COOLER. I can recommend the "Arabic" to those who want cool iron roofs.

CITY FEED STORE
by C. A. SCHMIDT.

California Feed Comp'y
Agents for the Arabic Compound.



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HEALTHFUL - ECONOMICAL - DELICIOUS.
OTHER BRANDS ARE NOT JUST AS GOOD
MADE FROM BEST WHITE OATS
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We'd Be Content From Birth
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And all we want besides is a fair share of your patronage.

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